



About a year ago, I attended the Aviation Safety Officer School in Monterey. I had requested to go there during my PCS move to VR-59, a C-9 squadron in Fort Worth, Texas. The school was thorough, and I felt well-prepared to handle just about anything. However, I had no idea at the time what I was in for.

During the last week of class, one of the instructors told us to look around the room. If the odds held, one of us would be doing a Class A MIR in the next 90 days. At that moment I turned to the guy next to me and joked, "Well, I'll be in C-9s with a bunch of airline pilots who have a gazillion hours, where there hasn't been a Class A mishap in 27 years. All I know is, one of you guys is screwed."

I thought that was funny until about six weeks after I checked in. We had a mishap, originally a Class A, but later downgraded to a B. From the beginning of the MIR process, the principles I had just learned were critical. Much of the evidence and interviews had to be collected immediately because the mishap had occurred just before Christmas. There was very little time to think about how to go about the process. In the end, it was very much like the MIR we did in school. I was amazed at how well the techniques for witness and aircrew interviews worked. I was also surprised at how hard it can be to protect the concept of privilege and keep things under control.

The lesson for all the ASOs out there is to be ready...it can happen to you. Go over everything from your pre-mishap plan and mishap-report message to your hazrep formats to OPNAVINST 3750.6Q. People will jump to help you, but you will be the subject-matter expert and have to run the show.

Lt. Mac Shuford, USNR, VR-59 ASO

I was attending a conference at NAS Fort Worth. One morning I woke up late, hurriedly dressed and ran out to my car. By my calculations, I had just enough time to drive to the conference center. Unfortunately, a cold front had moved in and the car windshield was covered with frost. Should I just get in and drive or clean the window first? Fortunately, I had a Naval Safety Center ORM card in my wallet. I pulled the card out and



followed the procedures. I identified my options, weighed the benefits and risks and looked for control measures to reduce the risk. I then used the card to scrape the ice off the windshield.

ORM is a simple, versatile process, and it works even when you aren't at work.

LCdr. Humphrey Minx, MSC, Aeromedical
Safety Officer, 4th Marine Aircraft Wing

News You Can Use



What: Aircrew Coordination Training and Crew Resource Management (ACT-CRM) School

Where: Naval Aviation Schools Command, NAS Pensacola

Web site: www.act.navy.mil

Classes at this school help aircrew improve mission effectiveness by teaching how to prevent crew errors, maximize crew coordination and use risk management. The school trains and certifies top-level ACT-CRM instructors, per the guidance in OPNAVINST 1542.7B. The school is also the Navy's central repository for ACT and CRM data; much of this information is available on our web site. You'll find:

- Most of the ACT-CRM standardized training curricula,
- Information about conferences, such as the ACT-CRM IPT and ESC Conference, Feb. 27-28, 2001, at the NAS Pensacola Aviation Museum, and class schedules.

After the school's current upgrade to its web site is complete, you'll find digitized video clips and audio clips for use in ACT-CRM training, platform-specific case studies, and a newsletter page that includes course updates, industry events, and examples of model manager programs.

For more information, start by visiting the web site, or call the school at DSN 922-2088.